



SAFETY Network

February 2017

Michigan.gov/ohsp

Autonomous vehicles, marijuana-impaired driving among topics featured at summit

The state's traffic safety community will learn about Michigan's leadership in connected and automated vehicle technology and testing as part of the 2017 Michigan Traffic Safety Summit, March 21-23. John Maddox, American Center for Mobility president and chief executive officer, and Kirk Steudle, director of the Michigan Department of Transportation (MDOT), will discuss the project that involves the State

of Michigan, the University of Michigan, Business Leaders for Michigan, and Ann Arbor SPARK.

More than 550 people are expected to attend the events at the Kellogg Hotel and Conference Center in East Lansing. The summit is sponsored by the Michigan Office of Highway Safety Planning (OHSP) and is largely supported with federal traffic safety funds.

Other general sessions include:

- *Marijuana and Driving*, Douglas Beirness, Ph.D., Canadian Centre on Substance Abuse, Ontario, Canada
- *Law Enforcement and Traffic Safety*, James Baker, Director of Advocacy, International Association of Chiefs of Police
- *Drive to Distraction: Why We Can't Stop Using Our Smartphones*, David Greenfield, Ph.D., University of Connecticut School of Medicine, West Hartford, Conn.

In addition to general sessions, there are nearly 30 workshops, including: 911 and GPS System Uses in a Crash; Driving Under the Influence of Dementia; Heroin and Other Opiates: Roles in DUI; Look Before You Book: Passenger Transportation Safety; Motorcycle Naturalistic Driving Study and Rider Assist Technology; and Secure Loads Save Lives.

For more information, visit Michigan.gov/ohsp.

MICHIGAN TRAFFIC SAFETY SUMMIT

Register now for the Michigan Traffic Safety Summit

Be sure to reserve a spot for the 2017 Michigan Traffic Safety Summit. Online registration is open. The early bird deadline is **February 27**.

To register, go to Mi.train.org.

The preliminary agenda and more information can be found at Michigan.gov/OHSP. This year there is an excellent new source for summit details. After March 1, look in your smartphone's app store for the 2017 Michigan Traffic Safety Summit app.

Lodging is available at **University Quality Inn**. Attendees should call **517-351-1440** and reference the **Traffic Safety Summit** when making reservations. Hotel reservations must be made by **March 7** to receive the discounted rate.



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Seat belt use reaches historic 90 percent nationally

Seat belt use in the United States has reached its highest level since the federal government began regular national surveys in 1994, according to a study released recently by the National Highway Traffic Safety Administration (NHTSA).

The new data, drawn from a large-scale observational study conducted by the NHTSA in June 2016, shows daytime belt use (drivers and right-front passengers of passenger vehicles from 7 a.m. to 6 p.m.) reached 90.1 percent, a statistically significant increase from 88.5 percent in 2015.

The study, known as the National Occupant Protection Use Survey (NOPUS), is the only survey that provides nationwide probability-based observed data on seat belt use in the U.S. The NOPUS also provides data on other types of restraints, such as child restraints and motorcycle helmets, and driver electronic device use.



Seat belts saved nearly 14,000 lives during 2015 alone and an estimated 345,000 lives since 1975. The nation's chief auto safety agency credits its state legislators for enacting strong laws and the nation's police officers for strong enforcement of those laws, especially during the annual *Click It or Ticket* campaign. Also important was the agency's decades-long focus on the issue, including the renowned "Vince and Larry" crash test dummy public service campaign of the 1980s and 1990s.

Seat belt use continues to be higher in the states with primary belt use laws. Thirty-four states and the District of Columbia have primary seat belt laws for front seat occupants, while 15 states have secondary laws. In many of these states, the law is primary for younger drivers and/or passengers.

Record number of schools to take part in teen safe driving program

More than 54,000 students at 50 Michigan high schools will soon benefit from efforts to make teenagers better, safer drivers.

Strive For a Safer Drive (S4SD) is a public-private partnership between Ford Driving Skills for Life and the OHSP that seeks to reduce traffic crashes, the leading cause of death for teens. In 2015, there were 41,961 crashes in Michigan with a driver age 15-19. Those crashes resulted in 84 fatalities and 477 serious injuries.



As part of the S4SD program, schools receive \$1,000 for students to create teen-led traffic safety campaigns to educate their fellow classmates about distracted driving, seat belt use, speeding, underage drinking/impaired driving, or winter driving.

Schools will submit a video or PowerPoint outlining campaign activities. The top five campaigns will be selected as the winning schools and win a cash prize ranging from \$500-\$1,500. Following their activities, schools will have the opportunity to send students to a free hands-on driving clinic with professional driving instructors in the spring. A video about the program is on the S4SD website, Michigan.gov/s4sd.

March mobilization coming soon

In just a few weeks, law enforcement agencies around the state will focus on apprehending impaired drivers during a

Drive Sober or Get Pulled Over crackdown that runs from March 16 to March 29.



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Just stop the vehicle

By Michael L. Prince, OHSP Director

While traffic crash fatality and injury data for 2016 is still weeks away from being final, one thing is clear: 2016 was another devastating year on our state's roadways. For the first time since 2007, Michigan exceeded 1,000 traffic crash fatalities. Five times in 2016, traffic fatalities exceeded 100 in a given month. Provisional numbers indicate overall crashes are still down from previous years, another clear indication that the number of severe crashes are up.

According to the University of Michigan Transportation Research Institute, the increase in fatalities is a national problem being fed by gradual improvements to the economy, an increase in median household income, decreasing fuel costs, young drivers, and increases in motorcycle and pedestrian fatalities. If not for improved safety technology, advancements on roadways, and in motor vehicles, many more people would have been lost.

With all the excitement over autonomous vehicles, we are many years away from seeing any dramatic impact on fatalities caused by driverless cars. New technology saturates the market very slowly in the U.S. As an example, Electronic Stability Control, first released in 1996, has only saturated about 80 percent of the U.S. vehicle fleet after 20 years. Clearly, the common denominator is and will continue to be the driver. According to the NHTSA, 94 percent of crashes continue to be the fault of the driver, due to errors in judgement, excessive speed, impairment, distractions, or carelessness.

On December 8, 2016, the OHSP hosted a Law Enforcement Leadership Roundtable in East Lansing for officials from the NHTSA along with 20 representatives from state, county, and municipal law enforcement. Like similar roundtables taking place around the country, the purpose of the event was to discuss with law enforcement leadership the recent increase in traffic fatalities across the country and how we can address the



obstacles that prevent law enforcement from placing a greater emphasis on traffic safety.

A number of common threads were identified during Michigan's roundtable, as well as those that are being conducted in other states. The most often cited being that of diminished staffing, coupled with increased calls for service, has reduced traffic enforcement to a lower priority. That's a fair assessment since the number of police officers in Michigan has dropped by nearly 4,000 since 2001.

The comments from Michigan's roundtable that I found most interesting were that, (1) officers today are more community oriented; (2) public perceptions

are that traffic enforcement is only about revenue generation; and (3) there is a greater focus on community policing and outreach. These factors, and others undoubtedly, have at least played a role in officers being less likely to engage in traffic enforcement, and agencies being less inclined to make traffic enforcement a priority. However, the suggestion that traffic enforcement is about revenue generation is not supported by the evidence. First, ticket quotas are illegal in Michigan. Second, if revenue generation is the goal, we are doing a terrible job of it as traffic enforcement is down significantly. Between 2007 and 2016, issuance of moving

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traffic citations fell 32 percent in Michigan. The adjudication of speed citations by the courts, probably the easiest way to generate revenue if that is one's motive, fell by 66 percent between 2005 and 2015. So the idea that law enforcement is engaged in aggressive traffic enforcement only to generate citation revenue is not supported by citation data.

While the OHSP continues to fund supplemental enforcement on an overtime basis to support the national traffic safety campaigns, this is not going to be a problem that we can solve with federal overtime funding alone. Enforcement is one of the four crucial E's of traffic safety, and the concern of a receiving a citation is scientifically shown to be the primary influence on driver behavior. But surveys of driver attitudes and beliefs clearly indicate that perception of the "risk" of a citation continues to be rather low in Michigan. If there is any hope to seeing reductions in these fatality numbers in the near term, it will require a resurgence of traffic enforcement and safety as part of a police officer's core priorities. That will require increased support for law enforcement staffing and the commitment of top law enforcement leadership that traffic safety and enforcement are a priority.

A good place to start is simply encouraging officers to be highly proactive in stopping vehicles for violations and talking to the driver. Stopping a vehicle and simply talking to the driver, educating them about the problem, why law enforcement engages in traffic, and asking them for voluntary compliance, is where we need to begin the process of making traffic safety a priority again. This is particularly true of young, inexperienced drivers who need all the coaching they can get. And the bonus is that there is no better tool to engage the community in a positive way than coaching a driver on a traffic stop, especially if you send them on their way with a warning. Some will say that verbal warnings don't do anything to change driver behavior, but public perceptions are driven in large part by what they see, not necessarily what they personally experience. Every motorist passing you when you have someone stopped assumes two things. First, that police are cracking down, and second, that someone is getting a ticket. If you want to increase "general deterrence" and generate voluntary compliance with traffic laws, start by increasing the number of vehicle stops and talking to drivers.

Regardless of what national media coverage may imply, the vast majority of the public still respects, appreciates, and

admires law enforcement for the job they do and the risks they take. And when a police officer activates those overhead lights, drivers still get that sinking feeling in their gut. It's OK to tell drivers that contrary to popular belief you are not out here doing this to raise revenue but because fatalities are increasing at an alarming rate of 10 percent a year, alcohol- and-drug involved fatalities are up over 20 percent, and fatalities involving young drivers are up by nearly 50 percent in one year. Tell them that traffic crashes are the number one killer of teens in the U.S. Tell them how much you despise making death notifications to people in the middle of the night. Tell them about your last serious injury crash or the last fatality you policed. Ask them to stay off their phone and put it away while behind the wheel. Ask them to buckle-up, slow down, and pay attention. It's a great way to promote traffic law compliance, and still maintain a positive relationship with your community.

And if an officer thinks that a verbal warning is not going to get the message across, they know what to do. Start by just stopping the vehicle.

What's Ahead

MARCH 2017

- 9 Senior Mobility and Safety Action Team meeting.** Horatio S. Earle Learning Center, 7575 Crowner Drive, Dimondale, 1:30 p.m.
- 14 Michigan Truck Safety Commission meeting.** Michigan Center for Truck Safety, 1131 Centennial Way, Lansing, 9 a.m.
- 14 Pedestrian and Bicycle Safety Action Team meeting.** Horatio S. Earle Learning Center, 7575 Crowner Drive, Dimondale, 9 a.m.

APRIL 2017

- 5 Traffic Incident Management Action Team meeting.** Horatio S. Earle Learning Center, 7575 Crowner Drive, Dimondale, 9:30 a.m.
- 11 Occupant Protection Action Team meeting.** MSP Headquarters, 7150 Harris Drive, Dimondale, 10 a.m.
- 12 Impaired Driving Action Team meeting.** MSP Headquarters, 7150 Harris Drive, Dimondale, 10 a.m.
- 18 Traffic Safety Engineering Action Team meeting.** Horatio S. Earle Learning Center, 7575 Crowner Drive, Dimondale, 9 a.m.
- 20 Traffic Records and Information Systems meeting.** MSP Headquarters, 7150 Harris Drive, Dimondale, 1:30 p.m.
- 25 Distracted Driving Action Team meeting.** MSP Headquarters, 7150 Harris Drive, Dimondale, 1 p.m.

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MDOT selects Avery as Bureau of Field Services director

The MDOT has selected Kimberly Avery, professional engineer, as the new director of

Bureau of Field Services.

In her new position, Avery will be responsible for overseeing the MDOT's statewide maintenance, construction, bridge management, pavement, research program, and safety and security operations.

Avery has 25 years of experience at the MDOT. She is involved with several initiatives and teams, including the Autonomous Vehicle Implementation Team, the Strategic Planning Committee, the Great Lakes Regional Transportation Operating Coalition, and the Commercial Vehicle Steering Team. In addition, she is president of the Michigan chapter of the Conference of Minority Transportation Officials.

A Valparaiso University graduate with a Bachelor of Science in civil engineering, Avery has been the Southwest Region engineer since February 2015.

Avery's previous MDOT positions include deputy Metro Region engineer, Taylor TSC manager, Project Development engineer manager, and Region Association Development engineer manager. She is MDOT's designee to the Governor's Traffic Safety Advisory Commission (GTSAC).



OHSP Director Mike Prince (right) recently thanked Randy Van Portfliet for his service on the GTSAC. Van Portfliet retired from the MDOT at the end of 2016.

Michigan Strategic Highway Safety Plan available online

The 2017-2018 Michigan Strategic Highway Safety Plan (SHSP) provides a comprehensive framework for reducing traffic fatalities and serious injuries on public roads. The SHSP is developed under the leadership of the GTSAC in a cooperative process with local, state, federal, and private sector safety stakeholders. It is a data-driven plan that establishes statewide goals, objects, and key emphasis areas. The SHSP integrates

the four E's: engineering, education, enforcement, and emergency medical services.

This two-year update of Michigan's wide-ranging traffic safety plan is available at: http://www.michigan.gov/documents/msp/SHSP_2013_08_web_412992_7.pdf



OHSP's Hamblen accepts new assignment

Jason Hamblen, OHSP's section chief for program management, recently began a position with the Michigan Department of Health and Human Services, Business Integration Center as a state assistant administrator.



OHSP Director Michael L. Prince (right) thanks Jason Hamblen for his years of service.

"Jason has been a valued member of the OHSP for 14 years and has made significant contributions to our office as a member of the program staff and as a section manager," said Michael L. Prince, OHSP director. "These contributions have had tremendous impact on highway traffic safety programming in the state of Michigan."

Those contributions include supporting the role of sobriety courts and strengthening partnerships with the Michigan Department of State on motorcycle safety awareness and training efforts.

Before coming to the OHSP as the alcohol programs coordinator in February 2003, Hamblen worked at the Michigan Public Health Institute. He became an OHSP section chief in May 2011.

The Maine native has a master's degree in public administration from Michigan State University. He lives in Meridian Township with his wife Emily and their son.

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Updates from the Traffic Crash Reporting Unit

By Sgt. Scott Carlson

EXTENT OF DAMAGE

As of January 2016 the UD-10 no longer includes a 0-7 scale to record the vehicle damage from a traffic crash. This scale was too subjective and was replaced with a much simpler Extent of Damage field with five basic choices:

1. **No Damage** was sustained by this unit.
2. **Minor Damage** to the unit, which would be cosmetic types of damage.
3. **Functional Damage** means a function of the vehicle is no longer operable like the hood doesn't open or the trunk won't latch, but the vehicle is still drivable.
4. The unit has **Disabling Damage** if it is not drivable and has to be towed from the scene because of the damage. For all units with Disabling Damage, the Towed To and Towed By fields must be completed.

5. The amount of damage is **Unknown** or cannot be reasonably determined.

Note: The Drivable YES/NO field was also removed as this information is now captured in the above descriptions.

DRUG AND ALCOHOL REPORTING

A recent change was made on how driving records will reflect crashes involving alcohol and/or drugs. To be consistent with past practices, the Contributing Factor was removed as a trigger for the driving record, and the following rationale will now be used. Selecting Alcohol Suspected YES will result in the crash being posted to a driving record as involving alcohol, and likewise selecting Drug Suspected YES will result in the crash being posted to a driving record as involving drugs.

REPORTING TRAIN CRASHES

Michigan requires all crashes involving a train and another motor vehicle to be reported on a UD-10. Recently the Michigan Railroad Association revised its guide for law enforcement response to railroad incidents. Along with several railroad laws and contact information, pages 25-28 specifically provide detailed instructions on how to properly report these crashes on the UD-10. A PDF download of this guide can be found in Resources under the Training Division, Traffic Services Section on the MSP website www.michigan.gov/msp.



Autonomous Vehicles—The Future of Michigan

By Kenneth Stecker and Kinga Gorzelewski

An autonomous vehicle is capable of sensing its environment and navigating without human input.¹ In essence, it is a vehicle that can guide itself without a human driver—a driverless car.²

An autonomous vehicle detects surroundings using techniques such as radar, lidar, GPS, odometry, and computer vision.³ Advanced control systems interpret sensory information to identify navigation paths, obstacles, and signage.⁴ It has a control system that analyzes sensory data to distinguish between different vehicles on the road, which is very beneficial in planning a path to the final destination.⁵

In 2011, Nevada was the first state to authorize the operation of autonomous vehicles.⁶ Since then, seven other states, including Michigan, have passed similar legislation.⁷

Michigan considers autonomous vehicles to be a significant part of the future of the automotive industry.

In his 2013 State of the State address, Governor Rick Snyder said, "Michigan is the automotive capital of the world. By allowing the testing of automated driverless cars today, we will stay at the forefront in automotive technological advances that will make driving safer and more efficient in the future."⁸

On December 8, 2016, Governor Snyder signed Public Acts 332, 333, and 334. They went into effect the next day. The laws regulate the testing, using, and selling of autonomous vehicles in this state. They allow vehicles that have no human controls, no steering wheel, and no pedals to be tested in Michigan.

Public Act 332 allows an autonomous vehicle to operate without a human driver, and specifies that an automated system

is considered the vehicle's operator with respect to traffic laws.⁹

Public Act 333 sets eligibility standards for motor vehicle manufacturers to participate in a SAVE project.¹⁰ A SAVE project authorizes motor vehicle manufacturers to make on-demand automated vehicle networks available to the public. An on-demand network will digitally connect passengers to automated motor vehicles for the purpose of traveling from one point to the other.¹¹

Public Act 334 defines what is allowed on roads within mobility research centers. A mobility research center is a nonprofit organization that receives federal funds for building and operating facilities that test autonomous vehicles.¹²

From an economic cost perspective, the American Automobile Association estimates that car crashes cost around \$300 billion

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annually. This equates to about \$1,500 per every person in the United States.¹³

During 2015, our nation lost 35,092 people in crashes on roadways, an increase from 32,744 in 2014.¹⁴ This 7.2 percent increase is the largest percentage increase in nearly 50 years.¹⁵ The estimated number of people injured on the highways also increased in 2015—from 2.34 to 2.44 million.¹⁶ NHTSA research suggests that 93 percent of crashes are caused by human error.¹⁷

By doing away with the need for a driver, and therefore all the risks introduced by continuous human decision making and driver distraction, the Michigan autonomous vehicle law may go a long way toward cutting down these figures by offering significant improvements in automotive safety.

On the other hand, law enforcement will face new issues, such as who is at fault in a crash where driver error will no longer be a factor. Absence of vehicle operator liability will create interesting questions about who assumes the responsibility and liability for a driverless car crash.

In conclusion, as Michigan moves forward with autonomous vehicles, it is important that there is a balance with protecting our citizens on the roadways and providing autonomous vehicle manufacturers an environment that fosters advancements in this groundbreaking technology.

For more information on this article and PAAM training programs, contact Kenneth Stecker or Kinga Gorzelewski, Traffic Safety Resource Prosecutors, at 517-334-6060 or e-mail at steckerk@michigan.gov or gorzelewskik@Michigan.gov. Please consult your prosecutor before adopting practices suggested by reports in this article. Discuss your practices that relate to this article with your commanding officers, police legal advisors, and the prosecuting attorney before changing your practice.

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NHTSA mourns death of Steve Cardarella

Steve Cardarella, who served as NHTSA Region 5 Law Enforcement Liaison (LEL) manager, died unexpectedly in January.

"Steve was highly respected for his knowledge of traffic safety enforcement, serving as an instructor for a number of NHTSA's courses through the Transportation Safety Institute and working on national teams to refine our LEL programs," said Darin Jones, NHTSA Region 5 regional administrator.

Before joining the NHTSA, Cardarella retired from the Madison Police Department as a lieutenant and served with the Wisconsin Bureau of Transportation Safety.

Most recently, he moderated a law enforcement agency partnership forum in Michigan on December 8 to gather information about the challenges facing law enforcement, as well as ideas on advancing traffic safety within communities.

"I know our entire Region 5 NHTSA team will miss Steve and the enthusiasm and humor he brought into our lives," Jones said. "Our thoughts and prayers are with Steve's family."

OHSP seeks ideas for pedestrian/bicycle safety programming

Michigan has qualified under the Fixing America's Surface Transportation Act (FAST Act) for federal incentive grant funding to reduce pedestrian and bicycle fatalities and injuries from crashes involving motor vehicles.

States qualify if their ped-bike fatalities exceed 15 percent of the total annual crash fatalities, based on the most recent Fatality Analysis Reporting System numbers. For Fiscal Year 2017, Michigan will receive nearly \$1 million to address

these two traffic safety issues in this and upcoming years covered under the FAST Act provisions.

The OHSP is seeking ideas for projects for FY2017 and longer-term planning projects to begin in FY2018. Projects eligible for funding are:

- Law enforcement officer training
- Law enforcement mobilizations/campaigns
- Public education

The federal funding is maxed at 80 percent of the project's cost, meaning projects must include a minimum 20 percent match to be considered.

Ideas for pedestrian and/or bicycle safety projects should be directed to: Janet Hengesbach at hengesbachj2@michigan.gov.

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